



Hongkong Daily Press.

ESTABLISHED 1867.

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ON LIFE.
N. LAZARUS
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24, Queen's Road Central, HONGKONG.

No. 19,469 號九十六百四千九萬一第 日二十月九年申庚 HONGKONG, SATURDAY, OCTOBER 23RD, 1920. 六拜禮 號三十月十年九國民華中 PRICE, \$3 PER MONTH.

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PEAK TRAMWAY CO.,
LIMITED.
TIME TABLE.
WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS
8.50 p.m. to 9.00 p.m. 9.30 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.40 p.m.
SATURDAY
Extra Car—12 midnight.
SUNDAY
7.30 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 8.30 " " 15 " "
NIGHT CARS
As of Week Days.
SPECIAL CARS by arrangement, at
the Company's Office, Alexandra Buildings,
Desfordfield Road.
Season and punch tickets available for
all cars, not already full, running at the
times stated in the Company's time-table,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comparative Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after **THURSDAY, APRIL 22nd, 1920**, until further Notice.

(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express	No. 10 Local	No. 11 Through	No. 12 Express	No. 13 Local	No. 14 Through	No. 15 Express	No. 16 Local	No. 17 Through	No. 18 Express	No. 19 Local	No. 20 Through	No. 21 Express	No. 22 Local	No. 23 Through	No. 24 Express	No. 25 Local	No. 26 Through	No. 27 Express	No. 28 Local	No. 29 Through	No. 30 Express
CANTON (Chai Sha Tsui) dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00
Shen Chai dep.	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15
Shen Chai arr.	7.50	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20	3.50	4.20	4.50	5.20	5.50	6.20	6.50	7.20	7.50	8.20	8.50	9.20	9.50	10.20
Shen Chai dep.	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	8.10	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	10.00	10.30	11.00	11.30	12.00	12.30	1.00	1.30	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	10.30	11.00	11.30	12.00	12.30	1.00	1.30	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	10.35	11.05	11.35	12.05	12.35	1.05	1.35	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	10.40	11.10	11.40	12.10	12.40	1.10	1.40	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	10.45	11.15	11.45	12.15	12.45	1.15	1.45	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	10.50	11.20	11.50	12.20	12.50	1.20	1.50	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai dep.	10.55	11.25	11.55	12.25	12.55	1.25	1.55	1.55	1.55	1.55	1.55	1.55	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25
Shen Chai arr.	11.00	11.30	12.00	12.30	1.00	1.30	1.55	1.55																						

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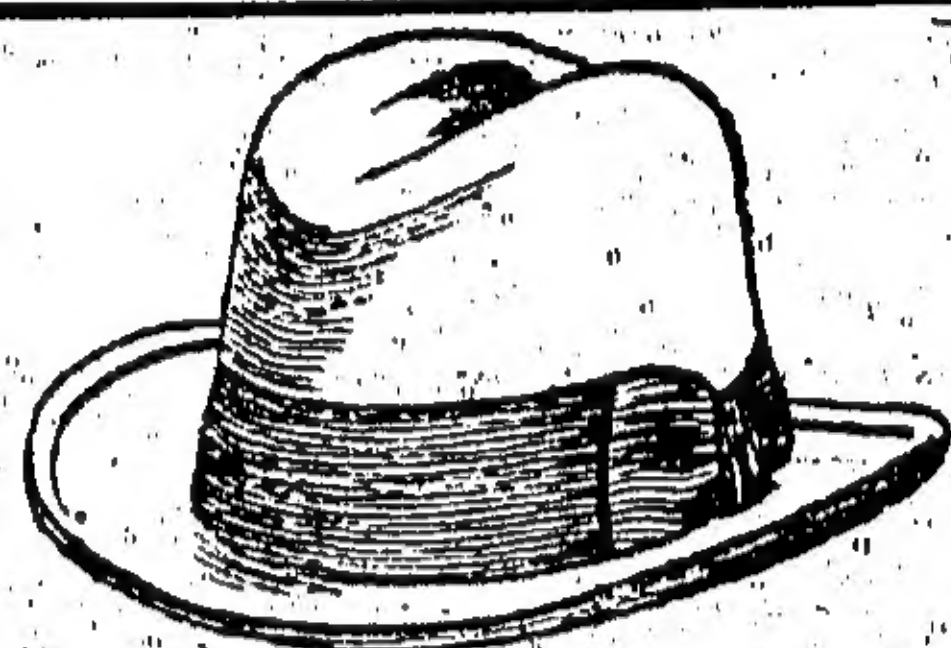
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A WHITE RACE. IN TROPICAL AUSTRALIA. GOVERNOR-GENERAL'S VIEWS.

His Excellency the Governor-General (Sir Ronald Munro Ferguson), in acknowledging the citizens' address of farewell in the Town Hall, at Sydney, said his only regret on leaving these shores was one from which every Governor-General will inevitably suffer, and that was that he had not seen as much of Australia as he could wish.

"Indeed," added his Excellency, "it would be only by the help of a magic carpet that anyone, even if he had no official ties, could visit every corner of this great continent. In time, aeroplanes will take the place of the magic carpets, and my successors will fly from end to end of this dominion as easily as I have crossed and recrossed Sydney Harbour. In my case, the necessity of being constantly at headquarters, owing to the war, scarcity of shipping, influenza barriers which kept out everything except the microscope (laughter) and the presence of distinguished visitors, upset many of the travelling schemes. I rejoice, however, to have been able to visit many important districts in each State, and have just returned from a most delightful trip to Northern Queensland. I cannot attempt to summarise my impressions of what I have seen; suffice it to say that I have rarely been in any part of Australia that I did not feel a longing to acquire large interests and settle down there permanently. At this moment I am full of the sugar-growing possibilities of Northern Queensland, of the pastoral and agricultural richness and beautiful character of the Mitchell grass plain, and of the great subland behind Cairns. I was also sorely tempted to invest in one of the lovely islands that hang like jewels about the coast of Northern Queensland, and which will some day become the pleasure resorts of the teeming population of the mainland. I left the medical profession discussing, in Brisbane, the possibility of making Northern Queensland habitable for the white race, and I went there to find a happy, healthy, prosperous population, and the schools full of fine, bright children, who, one schoolmaster, said, were going to evolve a type superior to any to be found in Australia or the mother country. I came to the conclusion that the problem in most parts of Northern Queensland is more an economic than a climatic one, and that the necessities of the case may be summarised under three heads: Good housing adapted to the climate, more domestic help for the women through increased population and the introduction of labour-saving devices, also ample provision for medical and nursing assistance, especially again for the women, all of which, though necessary everywhere, is absolutely essential to family life in hotter climates." (Applause.)

"And of your own great State, needless to say, I carry away a store of rich and varied recollections, of which this fine city and its beautiful harbour, on which her Excellency and I have spent so many happy days, will always be the central feature. But if I may be permitted to wander from Sydney and its famous waterway, I would like to pay a tribute to the wonderful productiveness of the northern rivers, to the energy and enterprise of its inhabitants, and to the progressive manner in which they are developing their industry on co-operative lines. Nor does my enthusiasm for that part of New South Wales exclude the warmest appreciation of your great pastoral, income, and wheat areas, of the irrigated lands, and the rich South Coast. The mother State is indeed a land of promise and of fruition. When Flinders left in 1803, he noted the growth of the town and mentioned that 'herds and flocks were being formed,' and made the comment that 'the energetic spirit of enterprise which characterises Britannia's children seems to have thrown out vigorous shoots in the new land.' We, a little more than a century later, can say that Britannia's children have in that short time far surpassed the most glowing anticipations that ever crossed the mind of the first circumnavigator of the continent."

"The only advice I would give to you is that you rest not satisfied with one harbour, however beautiful, nor with one city, however prosperous and highly populated. A country cannot have too many such harbours and such cities, while the over-concentration of national life and interests in a few cities is not altogether healthy. Perhaps one of the greatest difficulties for Australia is the development of every province of numerous organised communities to be the urban centres of its rich and prosperous rural areas. Nothing will be more conducive to this end than a through railway system, and the opening of fresh harbours, having direct communication with their respective back countries."

"And now in truly biblical style I have left the best to the last, for among the enduring impressions that will always be with us is that of the kindness and hospitality of the people of Australia. You have done your best to make it difficult for either of us to leave you without a pang. These last days among you have been sorrowful with the thought of parting, and I can assure you that when our official connection has come to an end there will always remain a strong interest in all your concerns, and a lasting affection for the beautiful land and warm-hearted people of Australia."

The thirty-six bishops who took part in the Great Lambeth Conference have included in their report of the proceedings, which were not open to the Press, a long chapter on the ethics of love-making. They urge that courtship should be lifted to a higher level, and in particular that betrothal should be presented to young people as a highly serious matter. Clergymen all over the world are urged to make special visits to people who have become engaged, and impress on them the gravity of the step they have taken, the responsibility of marriage, and the sacredness of the union they are contemplating.

KING GEORGE'S FUND. A YEAR'S WORK FOR THE BRITISH SAILORS.

The third annual report of King George's Fund for Sailors contains this sentence: "In view of the fact that many war funds have terminated their activities during the past year, the General Council wish to state that King George's Fund for Sailors, although inaugurated during the war, is a permanent fund, now incorporated under Royal charter, and that it is hoped to continue its activities in perpetuity."

The fund's income last year was £253,559, the support from all parts of the British Empire and from many other quarters of the world, being most encouraging. A number of applications were received from marine benevolent institutions. In this connection the Contribution of the Fund was £1, and of these 84 were allocated grants amounting to £49,490. The General Council continued their policy of encouraging the judicious extension of institutions where found necessary and of advantage to the seafaring community and when the Council had examined the plans and estimates, and were satisfied that the new scheme would be carried through with economical expenditure and management, and without overlapping the activities of existing institutions. In this connection the General Council made the following grants during the year: £3,000 to the Henry Radcliffe Convalescent Home at Limsfield, Surrey; £2,500 to the Seamen's Hospital Society, towards the establishment of a Sanatorium for Seamen suffering from consumption; £2,500 towards the establishment of the King George Merchant Seamen's Hospital at Malta; £2,000 to the Committee of the Maroon Hospital; £1,000 to the Port Said Hospital towards the purchase of a new site for further extensions, and a grant of £500 towards the extension of the Alexandria Maternity and Children's Homes.

A NEW FEATURE.
A problem which became urgent with the termination of hostilities was that of affording assistance to sporadic cases of distress arising out of the war, which were not to be met by assistance to the benefits of a hospital, orphanage, aged seamen's home, or other benevolent institution. Such cases, of officers and men and their dependents in the Royal Navy and in the Merchant Service, having been brought to the consideration of the General Council, it sanctioned an expansion of the Fund's policy of allocating grants to various institutions as approving agents for examining claims for direct relief and for meeting those established. The institutions selected, and undertaking this work report to the Council with a recommendation of the amount of relief considered necessary. In this connection £1,000 in all was allocated during the year to widows of merchant seamen through the Pension Fund administered by the Royal Alfred Institution, and £1,000 was placed to the Samaritan Fund of the same Society; £1,000 was granted to the Grand Fleet Emergency Relief Fund for relief in connection with the men of the Royal Navy, and their dependents, and £200 to the Seafarers' Fund for merchant seamen in distress of the Sailors' Home and Red Ensign Club. Grants to the amount of £2,500 were allocated to the charitable funds of the Trinity Corporation for the relief of seafaring men, their widows and dependents. The report is full of details concerning the sources of the fund, the institutions assisted, and people who have helped. The headquarters are at Trinity House, Tower Hill.



MR. JOHN ROSS DUGGAN.

Mr. John Ross Duggan is an automotive engineer of long experience, especially in regard to truck transportation. Moreover, he served throughout the World War with the New Zealand Engineers. The Automotive Products Corporation with whom he is associated have been long recognised as specialists in the development of the commercial side of the automobile industry, especially as applied to truck transportation, and tractor cultivation of farm lands. In this connection they have had notable success in introducing such well known trucks as the Hall, Ace, Keystone and Oshkosh. Amongst the tractors that have made good in the war production of foodstuffs are the Twin City, Tio, and Leader. In the matter of truck development, Mr. J. R. Duggan has been already called upon by the authorities in Tokyo to prepare an exhaustive report upon the very vexed question of the utilisation of motor trucks in that city, discriminating between the logical spheres of the electric truck and the gasoline truck and assigning an important function to the trailer. Mr. Duggan, who is at present staying at the Hongkong Hotel, will, in the course of a few days, proceed on his way to the Straits Settlements, Dutch East Indies and Australasia.

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SPORT.

POLO "AT HOME" POSTPONED.

Lieut.-Colonel J. E. Wyndham and the Officers of the Second Battalion Wiltshire Regiment regret that owing to the sudden death of Mrs. Giles, wife of Sergeant Giles of the above Battalion, the "At Home" this afternoon on the polo ground has been postponed. It is hoped, however, that a similar "At Home" and match will take place shortly.

CRICKET.

HONGKONG C.C. v. C.R.C. "A"

The following will represent the Hongkong Cricket Club "A" v. Chinese Recreation Club "A" at Causeway Bay, on Saturday, 23rd October at 2.15 p.m.:
L. D. McNicol (capt.), B. O. Blaker, L. J. Davies, J. C. Fletcher, R. A. Green, R. Grumble, H. E. Holland, J. D. Humphreys, H. A. Sayer, W. D. Wilson, L. M. Wray.

C.R.C. 2nd XI. v. HONGKONG C.C. 2nd XI.

The following will represent C.R.C. 2nd XI. against H.K.C.C. 2nd XI. on the former's ground today at 2.15 p.m. sharp:
Yew Mau Hoa (Captain), Wong Po Kung, Wan In Shing, Lo Man Pan, Lai Keun, Wong Sik Chung, Chan Ting Sung, Yang Hin Lun, Wo Pak Fook, Cheung Wing Kin, and Lee Hoa Chee.

C.C.C. v. C.R.C.

A friendly match will be played today on the C.C.C. ground commencing at 2 p.m.
C.C.C. Team—L. E. Lammert, E. C. Thompson, B. W. Bradbury, U. M. Omar, M. H. Abbar, C. F. Holdman, S. Jex, Dr. M. E. Ascer, Y. Abbas, W. A. Drake, and R. Baw.

FOOTBALL.

OPENING OF THE LEAGUE.

The Hongkong League opens to-day when the following matches will be played:

FIRST DIVISION.
Club v. Carlisle, Club ground, 4 p.m.
2nd Wiltshire v. R.G.A., Sookumpoo ground, 4 p.m.
Tamar v. Kowloon, Navy ground, 4 p.m.
SECOND DIVISION.
Club Reserves v. 2nd Punjabis, Club ground, 2.30 p.m.
United v. Club de Rec., Sookumpoo ground, 2.30 p.m.
Indian Res. Club v. R.G.A. Res., Navy ground, 2.30 p.m.
Others: United v. Kowloon Res., Railway ground, 2.30 p.m.
Staff and Dept. v. S.C.A. Res., Railway ground, Kowloon, 4 p.m.

Owing to several teams not turning out in previous games it is difficult to forecast the results of the games due to be played to-day.

The Club will open their season at home to the Carlisle, and with Bailton turning out, the Club defence will be considerably strengthened. The Carlisle men have returned from the North with a record worthy of a splendid all-round team, and will be all out to try and lower the League Champions' colours at the opening game.

The game at Sookumpoo will see the two military teams in opposition and the result will be fairly open.

The R.G.A. men arrived at the end of last season, so they start the season as "dark horses." The Wiltshires played good football last season, and as it is rumoured that all last year's players are still available, it is expected that a hard and fast game will take place.

On the Navy ground, the latest addition to Division is, a fielding a strong team against the Tamar, who have lost several of last year's men.

Townsend R.E., who led the Staffs last year, will turn out in the same position for Kowloon this season, and Crocker, late Tamar, will be defending his goal against this Old Club.

Pasco and Cleme are also included, with the Kowloon men and the team as a whole is a strong one.

Tamar will be represented by a good team as new men have arrived from Home who will give a good account of themselves.

In the Junior Division, the Club Reserves are against the Punjabis, and although the Juniors are turning out weak, owing to the Club Seniors drawing heavily upon them, a bright game is expected. The Punjabis are turning out with three British officers, who rest of the team being Indians who, no doubt, will give a good game when they get moving.

The United Club de Rec., Staff and Dept., and S.C.A. Reserves, are all fielding good teams and the games will be worth watching.

The game between the Officers United, who by the way, are a mixed team from H.M. ships carrying oil fuel for the fleet, and Kowloon Reserves, will open League Football at Kowloon, the teams meeting on the newly acquired ground near the Railway at Kowloon. A good game is expected.

H.K.F.C. v. H.M.S. "CARLISLE"

The following have been selected to represent the Club against H.M.S. "Carlisle" in a League match to-day on the Club's ground, kick-off 4 p.m. sharp:
G. Rodgers, Lawrence, M. Tonkin, J. W. R. McPhail, J. Rodgers, E. Moore, G. May, L. Goldenberg, M. Sandberg, R. B. Logan, and E. Rin.

2ND DIV. LEAGUE.

The following will represent the United in their first League match against Club de Rec. to-day, at 2.30 p.m. sharp, on the Sookumpoo Valley, Causeway Bay:
B. J. Mackintosh, A. E. Simmons, D. D. Urquhart, (Capt.), G. H. Blake, D. Laing, C. Logan, E. O. Fletcher, J. Leonard, P. Brown, G. Miller, and G. Chubb. Reserves: H. Knight.

UNITED A.C. v. CLUB DE RECREIO.

The following will represent the United in their first League match against Club de Rec. to-day, at 2.30 p.m. sharp, on the Sookumpoo Valley, Causeway Bay:
B. J. Mackintosh, A. E. Simmons, D. D. Urquhart, (Capt.), G. H. Blake, D. Laing, C. Logan, E. O. Fletcher, J. Leonard, P. Brown, G. Miller, and G. Chubb. Reserves: H. Knight.

(Continued at foot of next column.)

"CHILD" KILLED BY A RUFFALO.

OWNER PAYS COMPENSATION.

Considerable excitement prevailed in West Point on Thursday, when a buffalo, being driven along with several others to the slaughter-house, strayed from the herd and ran wild after a mad career along Western Street, to the danger and annoyance of pedestrians, who quickly made way for the animal. The beast ran into "The Street," where it knocked down a little Chinese boy, who was being led home by his mother. The buffalo trampled the child to death and then made its way to the end of the street, where it was fortunately roped in, before it could do further damage. The owner and the youth, who drove the beast, were charged at the Magistrate's yesterday, with unlawfully allowing the buffalo to stray and kill a child.

Inspector Willis said that the second defendant's father took delivery at the wharf opposite the Western Market, of a large number of cattle which the defendant had purchased at Kwong Chow Wai. Among the cattle were eight water buffaloes. As they were being driven to the slaughter house at Kennedy Town, the buffalo which the first defendant was driving with a rope tied round its neck, suddenly broke loose in Western Street and started on a "wild dash" which ended in the boy being trampled to death. He understood that the second defendant, who was the owner of the buffalo, had offered to pay a compensation of \$150 to the deceased child's parents, and the boy's father who was present in Court, was willing to settle the matter by accepting the compensation. No doubt, said the Inspector, the occurrence was a sad accident, although he thought there must have been a certain amount of carelessness in handling such a wild animal. The first defendant had charge of the beast, and it was obvious from his side, that it was impossible for him to hold the buffalo. However, as the child's father was willing to accept the compensation, he (the Inspector) would not press the charge.

Addressing the owner of the buffalo, the Magistrate Mr. G. N. Orme, said that, in view of the fact that the deceased child's father was willing to accept compensation, Inspector Willis would not press the charge against him. He would like to impress it on the defendant, however, that it was a crime to neglect to take proper precautions when handling wild beasts, and warned him to be more careful in future. The defendant paid the compensation he had offered the child's father, he would discharge him.

The defendant expressed his willingness to pay the compensation, and said that he regretted the accident very much. The Magistrate: All right, I discharge you.

COURT MARTIAL.

WILTSHIRE SERGEANTS CHARGED.

A court-martial was held at Murray Barracks, yesterday, to hear charges brought against Sergeant F. O. Gorton, Major A. V. V. de la Mota, and Sergeant Major A. V. V. de la Mota. They were separately charged with neglect of duty, at Mount Austin Sergeants' Mess, in that they allowed credit to be given, contrary to the orders of the Commanding Officer, and with being deficient in their duties to the extent of \$185.42, whilst doing duty as caterers.

Mr. A. H. Crew who appeared for Sergeant Gorton pleaded guilty, and explained that it had been the custom to give credit before Sergeant Gorton took over from it. The other two did not wish to depart from it. The other two did not wish to depart from it. The other two did not wish to depart from it.

Major Le Huquet and Capt. Blacker testified to the good character borne by Sergeant Gorton, the former saying that Sergeant Gorton was thoroughly reliable, trustworthy, steady and sincere. In the case of Sergeant Major A. V. de la Mota, the President, Mr. C. F. Mason, solicitor, appeared for the defence, and made an objection to his client being tried by the same Court but the objection was over-ruled.

It was stated that defendant was responsible for the entire management of both the Mess at Murray Barracks as well as at Mount Austin as regards cash, stock, goods, etc.

The Treasurer of the Mess gave evidence as to the deficiency. He said that when he found no money in the till, he reported it to the President.

Sergeant Major Blake, Regimental Sergeant Major, also gave evidence, and under examination said the accused made no complaint to him that he was dissatisfied with Sergeant Gorton.

The sentences will be promulgated in due course.

H.K.F.C. 2nd XI. v. PUNJABIS.

The following have been selected to represent the Club 2nd XI against the 22nd Punjabis in a League game on the Club ground, kick-off 2.30 p.m. sharp: Groot, Gorrard, Another, A. McDonald, Ireland, Jones, Sherry, Pilger, Boysen, Dunn, and Matthews.

KOWLOON F.C. RES. v. OILERS UNITED.

The following team has been selected to represent the Kowloon Football Club Res. in their 2nd Div. League match against Oilers United to-day, kick-off at 2.30 p.m. on the Kowloon Railway Recreation ground: H. McKay, B. H. Hewer, G. White, J. Coupland, C. Mackenzie, W. Muskett, A. Young, A. N. Other, E. Mason, W. Balch, A. Estorle.

BILLIARDS.

PALACE HOTEL TOURNAMENT.

In the Palace Hotel Billiard Tournament yesterday, at the Palace Hotel, Kowloon, J. H. Calt (100) beat W. Z. Wilson (46), the score reading 230 and 100, respectively. At 9 p.m. the game between A. Tee (scratch) and W. Distain (20) resulting in a victory for the former, the scores being A. Tee 250 and W. Distain 45.

FAMINE-RELIEF PROBLEMS.

ROUSE PUBLIC OPINION.

[A Speech by Dr. Livingston Hart before a Public meeting of the North China International Society of Famine Relief, October 9th, 1920 in the Auditorium of the Tientsin Y.M.C.A.]

This is no time for the making of long speeches; the question before us is too serious, and the crisis too acute. Happily most of what should be said at this juncture can be put into three words: "Rouse Public Opinion" and all that is added is merely to enforce the greatness of the need. Rouse public opinion, especially with a view to developing a sense of responsibility, in two directions, namely, personal responsibility, and the responsibility resting on the Government.

Whatever steps the Government may be compelled to take, there is resting on each individual a claim which cannot be shelved on to some other. It is not necessary to seek to prove the need for action; the Press, both Chinese and foreign, is bringing us day after day into actual touch with scenes of misery which none but the most callous can ignore. Refugees are about us in the streets, and these are the more lucky ones, for all do not reach this place who start on the long tramp, or attempt to escape from their impoverished homes. It needs but a rudimentary gift of imagination to picture what scenes of early autumn have meant to mothers and babes, children parted from their parents, fathers without strength or hope. The wonder is that all is so quiet, that there is no outspoken resentment, no clamouring or rioting, but merely mute acceptance of dull despair.

And winter is coming, beside which these days will appear to be a dream of luxury. It is evident indeed that much has to be done, and that no one amongst us can escape the obligation. Each one must do his bit, and see to it that everyone else is made to face the greatness of the need. There ought to be such strong public opinion about the personal responsibility of each one, that every member of the Chinese and foreign communities will readily accept his share of the burden and perform his duty.

Incidentally it may be pointed out that this double aim of playing our part and helping to create a healthy public conscience may well be realised by widely adopting the proposed plan of buying and wearing the Famine Relief Medals. These are to be ready within a day or two, and should materially assist in the campaign for saving life. Each gift of ten dollars may lead to the saving of one life, if only the funds are carefully administered, and every person should have one of these in his possession, and not be content with the bronze, but aim at the silver and gold medals, especially for any society, institution, school, or church with which he may be connected.

It is necessary, however, to rouse public opinion in connection with the responsibility which the government must assume. There are not a few contingencies, the blame for which cannot be laid at the door of the Government; it is not necessary to detail these, for we are concerned with a far more serious question, namely this: Is the Government going to assert its authority so as to remedy certain evils which it certainly has the power to stop?

We are not now referring to the great evil of the famine itself; state-own-like measures must quickly be adopted to cope with this awful calamity, and every well-minded person will do what he can to further the wise and benevolent schemes which may be put forward by the government. These are however certain measures which the Government, just because it is a Government, must take at once before any good may come from relief operations. And it is precisely in this connection that there is great need of rousing public opinion, so that the Government may act speedily and firmly.

We refer to three outstanding evils, the first of which is *proletarianism*. The unfortunate dwellers in the worst of the famine areas have been compelled to part with their goods, and so as to buy some kind of food to preserve life. This can scarcely be prevented or controlled. Buying and selling, if it can be dignified by such a name, has not been confined to portable goods; houses and lands have changed hands, for this is the golden opportunity for the profiteers. The rich have become richer by far through the grinding poverty of their starving neighbours. That is where the Government must interfere. It must declare null and void all such deeds of sale within the famine area, and postpone to the time after harvest, ratification of even such transactions as may be desirable and may stand the light of investigation. Orders to this effect can be transmitted to local officials within a few days and one of the most abject and dishonourable forms of profiteering be thus nipped in the bud. Unless some redress of this crying shame is forthcoming the aftermath of this disastrous year will be worse than even the famine itself.

Secondly there is *brigandage*, and this the Government can stop. It has the will to do so. A swift and condign punishment inflicted on these wretched evildoers in a few strategic centres, make even these bold-warriors chary of leaving their haunts and turn them to less dishonourable and more healthy occupations. Public opinion is needed to create enough impetus to force the lethargy of Government into action. It is for public-minded men and for the Press, to see to it that no further time is lost, otherwise relief measures for the most needy districts will be rendered impossible.

Then there is the question of *transportation*. Grain may be waiting, and indeed is waiting, for means of transport to the famine-stricken areas. By far the most important are needed for the transport of troops, as if the military of North China had not already wrought enough havoc during this year. If soldiers are to be moved to the political purpose of certain leaders, the same leaders should be made to feel the shame of their callous behaviour in the face of the starving millions by a rising tide of vigorous public opinion. Verily troops can wait for transport; but starving women and children should not be made to wait, till there are sufficient

(Continued at foot of next column.)

GERMAN SCHEMES IN THE EAST.

THE TRADE WAR.

A BREACH OF THE TREATY.

The following article is reproduced from the N.C. Daily Press:

The post-war perfidy of the Germans has now become so much an accepted fact that to labour the point further seems more than useless. Yet, because it is of extreme importance to the allied community in the Far East, this opportunity is taken of exposing, another example of Teutonic chicanery which is depriving France rights under the Peace Treaty and is enabling the German to underbid the Allies in the Chinese markets for machinery.

It has been known for some time past that attempts have been made to sell machinery for coal mines in China, and we are now in a position to state that a contract has been signed by German industrialists for the exploitation of a coal mine near Hangchow. A German engineer named Koerber is in charge of the work. One of the terms of the Treaty of Versailles was that Germany should supply machinery for the purpose of restoring to pre-war activity the mines of northern France, wantonly ruined during the German invasion. French engineers, in charge of this work have been held up for lack of machinery which Germany, by signing the treaty, bound herself to provide, and the explanation given of this failure is that the Germans are unable to manufacture it. At the same time their emissaries are telling the Chinese: "Order whatever you wish; we will supply you and at better terms than either the English or Americans can give you."

Inquiries which we have made enable us to state with considerable exactitude what machinery is being supplied to Chinese through the agency of Herr Koerber. As a preface it should be stated that Herr Koerber, a former pupil of a Hochschule in Berlin, was in the service of Siemens & Co. in Shanghai before the war, and has recently been nominated director-general of the same firm for the whole of China. Honorary secretary of the Club Concordia, he was, during the war, one of the most active German propaganda agents, and, thanks to the influence of certain Chinese, he was not repatriated with his fellows.

In addition to his position with Siemens & Co., Herr Koerber is consulting engineer to a Chinese company, organized by Lu Yung-hsiang for (1) the exploitation of coal mines at Hangchow (on which work has not yet been begun), mines which promise to give exceedingly good results; (2) the erection of furnaces for treating material obtained from the lower Yangtze region. With regard to the latter it will be remembered that the Nicolas Two Engineering Works attempted this during the war, and since the purchase of the works by Crewsots, new and larger furnaces were installed at Pootung. The activities of these, however, have been completely checked.

MACHINERY ON ITS WAY.

Herr Koerber, who is at present in Germany to negotiate the purchase of machinery for the Hangchow coal mines, and also for the Chinese Electric and Tramway Company, has already despatched a considerable quantity of material to Shanghai for the latter concern, and its early arrival is expected in Japanese ships. That an alarmist view is not being taken of Herr Koerber's activities in his native land the following details of his purchases will show. For the tramway company he has bought six tram-car chassis with electrical equipment from the firm of Bocker; two turbo-alternators of 3,000 kilowatts each, with accessories, from the Allgemeine Elektricitats Gesellschaft, (judging from experience, of late years at the Riverside Station the purchasers may eventually be happy over their acquisition), high tension electric cables, transformers, etc. At the same time, we are informed, he has purchased in Germany, for the account of the ex-Minister of Finance Chang Chien, for his factories at Tungchow, two electric turbines of 2,000 kilowatts each, transformers, cables, etc., other large quantities of electrical material, auto-buses and trucks, looms, etc.

The reason for these orders being placed with Germans is easy of comprehension. For example, the tram-car chassis, which before the war cost £1,500 c.i.f. Shanghai, are now being sold at £1,350, whereas similar British, French or American products are quoted at from £1,000 to £1,100.

The whole question has two important aspects. Firstly, there is the evidence of a breach of the Peace Treaty and the withholding from France of material necessary to rehabilitate her mines, and this not because of inability to deliver, as is pleaded in Europe. Secondly there is a serious attempt to underbid Allied merchants in China in a manner which cannot be successfully combated. It is difficult to see what remedy can be applied at this end, but it certainly seems that it is the duty of the Allies to enforce the terms of the Treaty, particularly in this case, where Germany is allowed to underbid the Allies in the restoration of the French mines would not need restoration, before Germany is allowed to underbid the Allies in the world and underbid the Allies. What exact legal term should be applied to what is exposed above is immaterial; the bare fact is that through Herr Koerber, Germany is selling material which rightly belongs to France.

pauses around these brave knights of Luchana. It is time to stop their play, and get them to work. If the soldiers are without their pay, why not let them be come coolies again and work for their living with pick and spade so that some of these calamities may be made impossible for the future? Public opinion will have to be busy about many other matters crying for attention, but let us see to it that in addition to our own individual responsibility, the government is even now helped to go forward with the reforms referred to above. Think, act, and lead others to think and then act. This is our watchword to-day.

LANE, CRAWFORD & CO.

FOR

WARDROBE TRUNKS.

CABIN and HOLD TRUNKS.

SUIT CASES.

MONEY BAGS.

KIT BAGS.

ATTACHE CASES.

FITTED WRITING CASES.

FOLIO CASES.

HAT BOXES.

RUG STRAPS.

TOILET HOLDALLS.

STEEL UNIFORM CASES.

LADIES BLOUSE CASES.

FITTED CASES.

HOLD TRUNKS.

DRESS TRUNKS.

LADIES' ATTACHE CASES.

LADIES' HAND BAGS.

Etc.

SOILD LEATHER SUIT CASES.

SOILD LINEN BAGS.

HOLDALLS MADE OF THE BEST WATER-PROOF WILLEDSEN CANVAS, BOUND WITH ENGLISH LEATHER.

OLSINA WATER PAINTS

made by

MANDER BROTHERS

WOLVERHAMPTON.

These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.

They are also washable in a few weeks after application.

Shade books of colours kept in stock can be obtained from the SOLE AGENTS for HONGKONG and SOUTH CHINA.

LANE, CRAWFORD & CO.

HONGKONG.

[469]

JUST RECEIVED

BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

[117]

Powell Ltd.

TELEPHONE 346

FOOTWEAR THAT TREADS IN THE FOOTSTEPS OF FASHION.

FOR

WALKING

GOLFING

SHOOTING

BUSINESS.

DAY AND EVENING WEAR.

AGENTS FOR

"KELTIC" AND "SAXONE"



NEW ADVERTISEMENTS

NOTICE.

THE BRITISH COMMONWEALTH INSURANCE CO. LTD.
(Incorporated in England).

HAVING been appointed FIRE AGENTS in Hongkong, Canton, Macao and Swatow by the above-named Company we are prepared to issue Policies at current rates.

UNION TRADING CO.
Princes Building,
Hongkong, October 22nd, 1920. [1671]

ST. GEORGE'S SOCIETY OF HONGKONG.

ARMISTICE NIGHT (14th NOVEMBER, 1920).

IT is the intention of the ST. GEORGE'S SOCIETY OF HONGKONG to hold a **MORNING CONCERT** in the Theatre Royal, on November 11th, at 9.15 P.M.

Circulars in connection therewith are being posted to each Member and any Member not receiving same by October 24th, is requested to communicate with the Honorary Secretary.

The Honorary Secretary will also be glad to receive the names of any Englishmen resident in the Colony who desire to join the Society. Communications should be addressed—

THE HON. SECRETARY,
ST. GEORGE'S SOCIETY,
c/o Messrs. GILMAN & CO., Ltd.
[1668]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of **ROBERT OLIPHANT HURCHELSON**, M.B.E., late of His Majesty's Civil Service, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 52 of the Probates Ordinance 1897 (No. 2, of 1897), made an order limiting the time for sending in claims to or against the above Estate to the 7th day of November, 1920.

Creditors and claimants are hereby requested to send their claims to the undersigned by the above date.

Dated this 21st day of October, 1920.

T. W. HILL,
c/o Messrs. BRADLEY & CO., Hongkong, Administrators. [1667]

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIFIC MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfers, on the Local Commissioners of His Majesty's Treasury, London, up to and for the sum of £100,000, will be received by the **TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT**, until 11 o'clock A.M. on October 23rd, 1920.

The tenders to state the total amount in Pounds Sterling. No Telegraphic Transfer will be made for less than £100.

The tenders to be in duplicate, and in sealed covers, addressed to the **TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT**, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Act 25 Geo. III, Cap. 45 and 41, George III, Cap. 52, acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefits to arise from the Contract thereby made for the allotment of such (Bills).

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."

A. DELACOMBE, Lt.-Col.,
Treasury Chest Officer, A.P.D.
His Majesty's Treasury Office,
Hongkong, October 23rd, 1920. [1668]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer.

"ELPENOR"

are hereby notified that the Cargo will be discharged into Halls' Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 2nd October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th October will be subject to rent.

All Claims against the steamer must be presented to the under-igned on or before the 11th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, October 22nd, 1920. [1669]

FOR SALE.

TWO LANCASHIRE BOILERS, length 23 feet, diameter 8 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. LUNNAY, BUTLER & CO., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—**BUTTERFIELD & SWIRE,**
Hongkong. [1674]

INTIMATIONS

KOWLOON CRICKET CLUB.

A THIRTY "AT HOME" will be held on **SATURDAY, OCTOBER 23RD**, at 3 P.M. Spoken competitions and presentation of prizes.

H. L. STUBBS,
Hon. Secretary.
Kowloon, October 19th, 1920. [1645]

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT-OWNERS.

YACHT-OWNERS are requested to submit the Names of their Yachts to the undersigned for the purpose of registration and classification not later than **OCTOBER 31st**.

D. E. BLAIR,
Lowry Burgess & Matthews,
Hongkong, October 20th, 1920. [1658]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits \$1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight, and cents Eighty-one), invested in War Loans Investment Trust of Malaysia limited in the name of Mr. T. S. SHAW, has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.

Honorary Secretaries and Treasurers—
C. MONTAGUE BIRD,
General Manager.
Hongkong, October 13th, 1920. [1652]

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scrip for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WAREHOUSE AND GODOWN COMPANY SHARES stolen—

Script No. 7425, 7426, 7427, 7428, 7429, 7430, 7431, 7432, 7433, 7434, 7435, 7436, 7437, 7438, 7439, 7440, 7441, 7442, 7443, 7444, 7445, 7446, 7447, 7448, 7449, 7450, 7451, 7452, 7453, 7454, 7455, 7456, 7457, 7458, 7459, 7460, 7461, 7462, 7463, 7464, 7465, 7466, 7467, 7468, 7469, 7470, 7471, 7472, 7473, 7474, 7475, 7476, 7477, 7478, 7479, 7480, 7481, 7482, 7483, 7484, 7485, 7486, 7487, 7488, 7489, 7490, 7491, 7492, 7493, 7494, 7495, 7496, 7497, 7498, 7499, 7500, 7501, 7502, 7503, 7504, 7505, 7506, 7507, 7508, 7509, 7510, 7511, 7512, 7513, 7514, 7515, 7516, 7517, 7518, 7519, 7520, 7521, 7522, 7523, 7524, 7525, 7526, 7527, 7528, 7529, 7530, 7531, 7532, 7533, 7534, 7535, 7536, 7537, 7538, 7539, 7540, 7541, 7542, 7543, 7544, 7545, 7546, 7547, 7548, 7549, 7550, 7551, 7552, 7553, 7554, 7555, 7556, 7557, 7558, 7559, 7560, 7561, 7562, 7563, 7564, 7565, 7566, 7567, 7568, 7569, 7570, 7571, 7572, 7573, 7574, 7575, 7576, 7577, 7578, 7579, 7580, 7581, 7582, 7583, 7584, 7585, 7586, 7587, 7588, 7589, 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IRISH REPRISALS: LABOUR VOTE OF CENSURE REJECTED.

MINERS STRIKE: NO PROSPECT OF COMPROMISE.

VILNA EPISODE: POLAND'S VEILED THREAT.

MARLBOROUGH CABLES

(THROUGH ANOTHER'S AGENT.)

THE COAL STRIKE: HOPES OF COMPROMISE SHATTERED.

DISCUSSION IN PARLIAMENT.

LONDON, October 19th.

In the House of Commons, in the miners' strike debate, Mr. Bruce emphasised that the miners would not accept an industrial tribunal and they rejected the datum line proposal because it was an unsound principle that wages should depend on output whilst the coal-owners controlled production, also because they feared that over-production would mean unemployment. He urged an immediate attempt at a settlement. He believed there would be an opportunity for a settlement during the next day or two, but if the opportunity were lost a settlement would be much more difficult. He admitted that the Government could defeat the miners, but this would destroy the hope of increased production. Mr. Bruce proposed that a National Wages Board for the future regulation of mining wages should be established before December 31st. A joint committee of coal-owners, miners and representatives of the Mines Department should determine the proportionate shares which the coal-owners, the workmen and the State should draw from the mining profits pool. The old price lists of mines, which had not been altered for years, must be replaced by a 1921 list, and, pending the settlement of a permanent scheme for the national regulation of wages, a 2½% increase should be paid now but should be reviewed in the light of the financial result of the operation of the scheme at the end of this year.

Mr. Thomas urged the Government to explore Mr. Bruce's proposals. He mentioned that the Railway Delegates' Conference recently rejected a decision to strike by a single vote, but the feeling of comradeship might lead to a different result on the same delegates meeting again.

Sir Henry Norman, from the coal-owners' standpoint but speaking unofficially, also regarded Mr. Bruce's proposals as of the greatest importance.

Mr. Lloyd George, after referring to the gratifying spirit of calmness displayed during the debate, considered that Mr. Bruce's proposals were somewhat obscure. He considered that no scheme of remuneration was likely to produce the necessary results unless the reward bore relation to increased output. He described the present system of calculating wages as bad. Hitherto, increased wages had resulted in decreased output. He condemned the idea suggested by Mr. Bruce that the 2½% demand, which was equivalent to half a sovereign weekly, was mere dust in the balance and proceeded to show the weak points in Mr. Bruce's proposals, the acceptance of which would lead to a mere postponement of the strike for three months. Mr. Lloyd George said the coming increase of world output in coal would probably lead to a reduction of the present price. Referring to the talk of allowing the mines to be flooded, he said that meant that they would be destroyed for evermore, for it would not be worth the capitalists' while to spend money to re-open them. The Government must do its best to prevent their destruction. He emphasised the Government's desire to examine any further proposals by the Miners' Executive and finally appealed to Parliament and the country to trust the Government in respect of any discussions. He deprecated the idea of being rushed into a settlement, and concluded by saying that a settlement, involving the granting of what the Government considered an unjustifiable demand, without adequate guarantees for an increase, would be a fatal error, which in the long run would damage the mining as well as every other community.

Replying to a suggestion by Mr. Adamson for a meeting of the miners and coal-owners to explore Mr. Bruce's proposals, or others, Mr. Lloyd George said if the miners were prepared to explore the basis of the Government's general principles, that any increase must have reference to greater production, he would be delighted to meet them.

The motion for adjournment, on which Sir Robert Horne made his speech, lapsed by time-limit, and the House rose.

GOVERNMENT'S FIRM ATTITUDE.

LONDON, October 20th.

Labour circles were very hopeful that Mr. William Bruce's suggestions in the House of Commons for a debate might pave the way to an early re-opening of the negotiations between the Government and miners with the prospect of a compromise. These hopes, however, were dashed to the ground on hearing the Prime Minister's speech in which it was seen that the Government was adhering rigidly to the condition that the wages' increase must be based on increased output. Mr. Lloyd George's statement was evidently the considered opinion of the Ministers, for after Mr. Bruce's speech, a Cabinet Council was held. The Secretary of the Miners' Federation said that the Premier's speech could in nowise be regarded as a contribution towards a settlement.

ANOTHER ONE LOOMING UP.

LONDON, October 19th.

Another great strike, affecting 180,000 commercial and road-transport workers is looming up in consequence of the employers' refusal to negotiate upon a claim for a minimum wage of 87s. per week. The men have been warned to prepare to take immediate drastic action, and organise strike committees. The question of the date of expiration of strike notices will be decided at the conference to-morrow.

ATTITUDE OF RAILWAYMEN.

LONDON, October 20th.

Public attention to-day is focused on a meeting of the railwaymen's delegates to determine the railwaymen's attitude on the coal strike. It will comprise sixty delegates representing various grades, and, according to the constitution, the danger lies in the fact that a bare majority can commit 600,000 railway workers, without a ballot, to a sympathetic strike.

TRANSPORT WORKERS' WARNING.

Simultaneously, the gravity of the situation affecting the road transport workers is evidenced in the Executive's warning that "there is no alternative course open but to fight."

A drastic curtailment of trains and boats has begun, involving the services to Ireland, the Channel Isles and France; also a number of cross-country express trains are being suspended.

As regards the House of Commons debate, the *Daily Telegraph* declares that while a definite conclusion was not reached the whole tone was a hopeful augury for an early improvement of the situation.

The Railwaymen's Conference has adjourned until to-morrow. No decision regarding a strike was reached.

STRIKING MINERS RIOT.

LONDON, October 20th.

Striking miners at Tonypandy have created disturbances for the past two nights. Last evening 500 took part in a riot in the town square, sang the "Red Flag" and hurled stones. They were ultimately dispersed by a police baton charge. Four policemen were slightly injured.

EFFECT ON SHIPPING CLEARANCES.

LONDON, October 20th.

In the House of Commons, replying to a question in regard to the restrictions on ships sailing from the United Kingdom, owing to the coal strike, Colonel Leslie Walton stated that no ships which have bunkered with coal in their holds which will not be given clearance pending a decision in regard to the best use to which the coal could be put.

MINERS SCORE A POINT.

LONDON, October 20th.

Probably the outstanding point in last night's coal debate in the House of Commons was the miners' spokesmen's criticism of the Government's contention that an increase of wages must be contingent upon increased output. The miners showed that the proposal put the responsibility upon the miners without giving any guarantee that their efforts will not be nullified by agencies beyond their control. The *Times* considers that the Government has consequently suffered heavily.

IRISH REPRISALS: DEBATE IN PARLIAMENT.

LONDON, October 20th.

Irish reprisals will be debated in the House of Commons to-day, and in this connection an urgent Government whip has been issued. The feeling is uppermost among many well-informed circles that the situation in Ireland has improved since August. The prominent rebels are now known, and the Government's position has been considerably strengthened by the possession of much valuable information. The police forces are now stronger than they have ever been. The Sinn Féin leader, Mr. William Bruce, for whose arrest £1,000 reward was offered, has fled to England. Meanwhile, a captured document reveals Sinn Féin plans to carry the campaign of murders and outrages to England, establishing for this purpose a special gang.

MR. ARTHUR HENDERSON'S VOTE OF CENSURE.

LATER.

The House of Commons was crowded when the Labour leader Mr. Arthur Henderson moved a joint Labour and Independent Liberal vote of censure against the Government for its administration of Ireland, and demanded an investigation into the reprisals by the forces of the Crown. Mr. Henderson, in his speech, declared that a military terrorism had been inaugurated in Ireland which was totally opposed to the best traditions of the British people. He cited instances of reprisals, and agreed that there had been a great provocation, which the Labour Party condemned, but there was also provocation in the repressive policy of the Government.

Sir Hamar Greenwood, replying, said that the information regarding most cases of reprisals came from the headquarters of the Republican Army. He defended the Government forces, and declared that the discipline of the army in Ireland was unequalled by the army in any country, but he admitted that there had been cases of reprisals after the brutal murder of policemen in which he was convinced that the villagers against whom reprisals were carried out were implicated. He mentioned the Balbriggan incident, which he deplored, because it meant a break in the splendid discipline of the police, but it was absurd to compare the case with the destruction of a Belgian town. Sir Hamar Greenwood declared that the Government was breaking down the campaign of terrorism and murder which was intended to smash the British Empire, and he forewarned the end of the rule of assassins at no distant date.

MR. ASQUITH'S PROTEST.

Mr. Asquith agreed that the police and the military when hit were entitled to hit back again to defend themselves within every legitimate boundary, but the enquiry demanded by Mr. Henderson was because there was *prima facie* evidence that the limit was exceeded.

MR. BONAR LAW'S DEFENCE.

Mr. Bonar Law dwelt that the property destroyed by terrorists scores of times was greater than that involved in the reprisals. "The Government did not intend that the forces on which we depended for the security of life and property in Ireland to entertain a doubt that it was not backing them." Mr. Bonar Law pointed out that the number of reprisals had greatly diminished since the issue of orders condemning them. "The Government could have an inquiry undertaken fairly by people reading the reports, abilities and dangers of the position, not by possible enemies."

FURTHER DETAILS OF THE DEBATE.

LONDON, October 20th.

In the debate on Irish reprisals in the House of Commons, Sir Hamar Greenwood described Sinn Féin as a deliberate, organised and highly-paid conspiracy to smash the British Empire. Referring to the statements of Mr. Arthur Henderson in regard to reprisals, Sir Hamar Greenwood said that these came from the headquarters of the Irish Republican Army. It was a highly organised propaganda department connected with the Irish republican movement. "Not only in Great Britain but especially in the United States and certain countries in Europe, this department did its utmost, regardless of facts, to smear the name of Britain. The majority of the British papers declined to receive this information, but some British papers and politicians—(cheers)—accepted it. Sir Hamar Greenwood mentioned that Sir Robert Lloyd George had been criticised for the Royal Irish Constabulary at the rate of over three hundred weekly, and protested against the suggestion that these forces of yesterday will become the murderers of to-day."

SIR HAMAR GREENWOOD DECLARED THAT THE DISCIPLINE OF THE ARMY IN IRELAND WAS UNEQUALLED ANYWHERE—(CHEERS). HE POINTED OUT THAT THE MURDERS OF THE POLICE AND THE MILITARY WERE PRACTICALLY CONFINED TO COUNTRIES LIKE CORK AND LIMERICK AND DUBLIN CITY. THE GOVERNMENT'S POLICY WAS BASED ON THE BELIEF THAT THE VAST MAJORITY OF IRISHMEN HAD CONDEMNED MURDER AND OUTRAGE. SUPPORTING HIS CONTENTION THAT THE REPRISALS WERE MADE UNDER GREAT PROVOCATION AND AGAINST THE PEOPLE WHO SYMPATHISED WITH OR ASSISTED THE MURDERERS, SIR HAMAR GREENWOOD GAVE AS AN INSTANCE THE MURDER OF FIVE POLICEMEN IN WEST CLARE IN WHICH FOUR WERE KILLED BY EXPANDING BULLETS AND THE FIFTH WAS BLOWN TO PIECES BY SHOT-GUNS WHEN BADLY WOUNDED. HE WAS CONVINCED THAT THE VILLAGERS WHOSE HOUSES WERE SUBSEQUENTLY WRECKED BY THE POLICE AND SOLDIERS WERE AWARE OF THE ANTHRAL. SIR HAMAR GREENWOOD SAID THAT THE ROMAN CATHOLIC CHURCH WAS AUDACIOUSLY IMPUDENT TO BREAK DOWN TERRORISM; ONLY BRITISH FORCES COULD DO SO. THE CAMPAIGN OF BOYCOTT WAS ALSO BREAKING DOWN. HIS DEPICTION OF THE AGONY OF THE POLICE AND THE MILITARY DURING THE PAST TWO YEARS, HE CONTENDED THAT SUCH CONDITIONS WOULD REPRISALS MORE EASILY UNDERSTANDABLE. HE STATED THAT AMERICA WAS NOT WELCOMING IRISH EMIGRANTS AS IT HAD DONE SO FAR, OWING TO HAVING NO DESIRE TO SWELL THE TOTAL OF THE DISTURBING ELEMENTS. HE STATED THAT THE WHOLE OF IRELAND, INCLUDING ULSTER, WILL BE SEARCHED FOR ARMS.

Mr. Asquith denounced the Balbriggan murders as a foul crime calculated to excite legitimate indignation of the comrades of those murdered. Mr. Bonar Law protested against those entrusted with the protection of life and property in Ireland being liable to have every act they did submitted to an unfair tribunal. He declared, amid cheers and counter-cries of the Asquithian party, that that advocated surrender to crime. The Government contended that no peace in the world was ever thus attained, and was determined to give nothing as a concession to murderers.

BOMBAY'S STRIKES.

STREETS DARK, TRAMWAY AND POSTAL SERVICES DISLOCATED.

BOMBAY, October 19th.

The strike situation is unchanged. The Telegraph Office has now got sufficient recruits to relieve the Boy Scouts and the Girl Guides. The Government of India has sanctioned an increased allowance of seven rupees a month, but the strikers have not returned.

VILNA EPISODE: POLAND'S VEILED THREAT.

LONDON, October 20th.

It is understood that Poland has replied courteously to the Anglo-French Note, but forebodes that there will be no renunciation of Vilna, and declares that if the British and the French enforce the Lithuanian possession of Vilna, the decision would create further conflicts and uprisings in the Polish army.

BIRD HUNTERS EATEN BY NATIVES IN DUTCH NEW GUINEA.

LONDON, October 19th.

A Brisbane message of October 2nd says that some whites and natives hunting birds of paradise in Dutch New Guinea are believed to have eaten by the natives of the Fly River. A search party of sixteen Chinese hunters reports that it found blood-stained books, a human jaw-bone and silver-filled teeth in a village the inhabitants of which had fled.

SITUATION IN MESOPOTAMIA.

MAIN PHASE OF OPERATIONS COMPLETED.

LONDON, October 20th.

The War Office announces that the relief of the Garrison of Samawah and Kufa has brought to a close the first and the main phase of the operations in Mesopotamia. Our total casualties from June 1st to October 1st amounted to 416 dead; 1,119 wounded; 169 prisoners; and 473 missing.

DISAGREEMENT WITH LABOUR EXTREMISTS.

THE FIRST TITLED LABOUR M.P. RESIGNS SEAT.

LONDON, October 20th.

Disagreeing with the policy of the Labour Extremists Brigadier General Sir Owen Thomas, the first titled Labour M.P., has resigned his seat (Angley).

WORK FOR THE UNEMPLOYED EXPENDITURE TO INVOLVE £10,000,000.

LONDON, October 20th.

Plans for the making of new main roads in London in connection with the relief of unemployment involve the expenditure of £10,000,000. The plans provide for a new road from London to Cambridge; also a number of main traffic arteries through Middlesex and Essex. The scheme will open up many inaccessible areas, and will involve the demolition of houses. It will greatly enhance the property values of many districts.

GERMAN STEAMERS FOR SALE.

LONDON, October 19th.

One of the 130 ex-German steamers offered for sale by Lord Inchcape, 48 of a tonnage of 247,000 have been sold for a total of £4,787,000.

U.S. PRESIDENTIAL CAMPAIGN SENATOR HARDING'S REPLY TO PRESIDENT WILSON.

MARION (OHIO), October 19th.

Replying to President Wilson's letter, Senator Harding has written to White House, declaring that his speech at Indianapolis only suggested that there had come to him those who spoke a sentiment which they represented to be very manifest among the French people. The speech could not be construed as saying that the French Government had sent any body to him.

PASSPORTS REGULATIONS. RECOMMENDATIONS OF LEAGUE OF NATION'S COMMITTEE.

PARIS, October 19th.

A Havas message says:—The Committee on Passports and Customs, appointed by the League of Nations, has made several recommendations tending to facilitate international traffic of travellers and goods through simplifying the visas' formalities and co-ordinating Customs regulations.

FAR EASTERN CABLE NEWS.

(THROUGH ANOTHER'S AGENT.)

CHINESE STUDENTS IN FRANCE.

PARIS, October 19th.

A Havas message says:—The steamer *Andre Laron*, from Yokohama, has arrived at Marseilles with over a hundred Chinese students who are to be distributed among the various French colleges to study French language, civilisation and commercial methods.

"TRAINED" MEN—T.F.

The following extract from Army Council Instruction No. 538 of 1920 is published in the Routine Orders by Major-General F. V. Smith, C.B., Commanding the Forces in China, for information, and is held to be also applicable to men joining the Hongkong Volunteer Corps on or before December 31st, 1920:—

Territorial Force Instruction No. XXX. Definition of trained men. The following men will be regarded as trained men:—

Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before December 31st, 1920.

PORTRAITS OF JAPAN'S RULERS.

CANADIAN ARTIST GIVEN ONE LOOK.

Painting the portraits of the Emperor and the Empress of Japan is not the simple matter (if simple it is) of having the subjects come for sittings and paint the portraits. The eminent Canadian portrait painter, Mr. John W. L. Forster, has told a representative of *The Japan Advertiser* how he has successfully been permitted by the Imperial Household to obtain one look at the Japanese rulers before he began painting their portraits to be presented to Their Majesties by the delegates to the World Sunday School Convention. Permission was granted by the Imperial Household to the Executive Committee of the convention to have the paintings done, the first time, Mr. Forster thinks, that permission has been granted for portraits of them to be made by an Occidental artist. Then arrangements were made by the Imperial Household, through the officials of Ueno Station, for the portrait painter to occupy an advantageous position when the Emperor and Empress returned to Tokyo from Nikko recently. He was very close to them and could get a clear view as they passed from the imperial train to the waiting carriage. He could not be seen by Their Majesties.

From the mental notes taken at that time and from photographs and articles worn by Their Majesties, the artist painted the portraits. Articles of clothing worn by Their Majesties, gold ornaments, medals and other details of dress and decoration worn by Their Majesties were brought to the painter's studio in the Imperial Hotel to assist him in his work.

"I was also greatly assisted by the charming courtesy of the ladies in waiting and the gentlemen of the court," Mr. Forster said. "They showed the utmost sympathy and helpfulness in the way of criticism and suggestion. They repeatedly came to my studio to see how the work was progressing, and to make helpful suggestions."

Mr. Forster ventured the opinion that the paintings presented to Their Imperial Majesties by the Sunday school delegates were the first oil paintings to be placed in the Emperor's Castle, and were the first authorized paintings of the present Emperor and Empress.

CORRESPONDENCE. THE CHINA COAST SHIPPING GUILDS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As the local press has suggested the desirability of a considered statement by the Guilds in reply to that of the Hon. Mr. Johnston, I am instructed to state that it is thought that no statement can serve any useful purpose so long as the Agreement of May, 1918, is denied validity.

It is merely necessary to point out that it was entered into in perfectly good faith by the Guilds in the belief that it was entered into by the Indo-China S.N. Co. and the China Navigation Co. in the same spirit, for the purpose of discussing and arranging differences that might arise in the future—I am, Dear Sir, your faithful ally.

FOR THE CHINA COAST OFFICERS' GUILD AND THE MARINE ENGINEERS' GUILD OF CHINA.

W. J. STOKES, Branch Secretary, M.E.G.C., Hongkong, October 21st, 1920.

HONGKONG BOY SCOUTS' ASSOCIATION.

The Hongkong Boy Scouts' Association desires to thank the following gentlemen who have so generously promised donations and subscriptions (annual) to the Association. Others who are desirous of assisting are invited to communicate with Mr. A. O. Brown, Hon. Secretary, whose address is Victoria British School or Education Department.

Funds are needed to provide camp equipment and to construct a suitable headquarters.

Donor

Donor	Subscription
H.E. Sir R. E. Stubbs	100 20
Hon. Mr. J. Johnston	200
Hon. Mr. P. H. Holyoake	100 20
Hon. Mr. E. V. D. Farr	100 20
Mr. G. T. Edkins	50 5
Mr. R. Hancock	50 20
Mr. N. L. Watson	50 5
Vacuum Oil Co.	20
Mr. A. O. Lang	50
Messrs. Maxon & Taylor	50
Mr. T. W. Hill	25 5
Netherland India Bank	25
Mr. F. Smyth	25
Mr. W. D. Jupp	25
Messrs. J. D. Humphreys & Sons	25
Mr. F. Matland	25 5
Messrs. Loxley & Co.	25
Mr. P. Sander	15
Mr. R. Shawson	10
Mr. G. H. Dorey	10 5
Mr. S. M. Whyte	10 5
Mr. M. E. F. Alroy	10
Messrs. Caldwell MacGregor & Co.	10
Mr. H. P. Smith	5
Mr. D. Gubbay	5
Mr. T. E. Winfield	5
Mr. N. Lund	5

THE RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient de Saigon in their latest circular on the Rice market, state:—

The tendency of the market is frankly declining, there is depreciation after each transaction. Some business has been looked for Europe, but without either continuance or enthusiasm. Buyers are not interested for the time being. It is reported that Java Government has bought (also a few thousand tons for December delivery). The total amount of rice exported from the 1st of January to the 10th of October, 1920 is 753,501 tons against 709,071 tons in 1919.

We quote to-day:—White Saigon rice No. 2 Sifted, Japan quality Hongkong \$8.24 per picul f.o.b. Saigon for October-November shipment.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS FOR CASUALTY COMPANY BY LIEUT. A. F. M. WETNAM.

PARADES.

The Company will parade at Headquarters on Tuesday, the 26th inst. at 8.30 p.m.

Dress: Drill order.

RANGE.

The band will parade at Headquarters on Monday, the 25th inst. at 8.30 p.m.

Dress: Drill order (with instruments).

CLASS OF INSTRUCTION.

A class of instruction will be held at Headquarters for N.C.O.'s on Thursday, the 28th inst. at 8.30 p.m.

Dress: Drill order.

STRENGTH.

Sergeant E. Bentley having left the Colony is struck off the Company.

G. F. E. RAPSON, Bt. Major, Adjutant, H.V.D.C.

Hongkong, October 22nd.

Any persons contemplating taking dogs to Great Britain will be interested in the following extract from a War Office letter which has been forwarded to us from the headquarters of the China command:—

"Any future application for a license to land a dog in Great Britain from abroad should be made beforehand to the Ministry of Agriculture and Fisheries, Whitehall Place, London, S.W.1 direct, and no dog should be shipped to the United Kingdom unless the landing license has been previously obtained. The same conditions will apply to all such licenses as hitherto—namely, the removal of the dog on landing under the charge of an independent carrying agent to the premises of a Veterinary Surgeon approved by the Ministry of Agriculture and Fisheries for detention and isolation thereon at the expense of the owner of the dog for a period of six calendar months from the date of the landing."

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
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Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON — "CITY OF NAPLES" — 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rens & Co., Canton.

THE BANK LINE, LTD.,
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI & TIENTSIN	"CHENAN"	On 23rd Oct. 4 P.M.
HONG KONG & HAIPHONG	"KAIKONG"	On 25th Oct. 10 A.M.
SHANGHAI	"HUNAN"	On 26th Oct. 10 A.M.
SWATOW and BANGKOK	"LUCHOW"	On 26th Oct. 10 A.M.
Wanchow, Canton & Tientsin	"KUEICHOW"	On 28th Oct. Noon.
NEWCHOW and Tientsin	"SUNNAN"	On 28th Oct. Noon.
AMOI, SHANGHAI & FUKOW	"SUNNAN"	On 28th Oct. 4 P.M.
SHANGHAI	"SINKIANG"	On 28th Oct. Noon.
SHANGHAI & TIENTSIN	"TEAN"	On 30th Oct. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wanchow.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in saloons and State-rooms and excellent cuisine.

FOR:

SWATOW, AMOI AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIKONG"	—	Capt. W. C. Freeman	TUESDAY, 26th Oct. at 12 Noon.
"HAIKONG"	—	Capt. J. B. Thomson	WEDNESDAY, 27th Oct. at 12 Noon.
"HAIKONG"	—	Capt. A. E. Stewart	TUESDAY, 29th Oct. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Bank of China).

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.,
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LOS ANGELES PACIFIC NAVIGATION COMPANY

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LOS ANGELES, CALIFORNIA, U.S.A.

DEPARTURES	ARRIVALS
SS. VINITA — Nov. 10th	SS. VINITA — Nov. 12th
SS. WEST HIKI — Nov. 20th	SS. WEST HIKI — Dec. 2nd

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment on route. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

General Office—Los Angeles, Calif.
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UHAS R. RICHARDSON,
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P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"NOVARA"	5,900	15th Nov.	Marseilles, London & Antwerp
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay
"WILLORE"	5,523	28th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,713	10th Dec.	do.
"DEVANHA"	6,100	17th Dec.	do.
"SICILIA"	6,700	31st Dec.	do.
"FLASSY"	7,245	31st Jan. 1927	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" 7,000 10th Nov. Calcutta via Spore, Pang & B.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	29th Oct.	Singapore, Thursday Island.
"KANOWNA"	7,400	30th Nov.	Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	4,800	24th Oct. 10 A.	Shanghai, Kobe & Yokohama.
"TAKADA"	7,000	26th Oct.	Shanghai & Japan.
"JAPAN"	6,000	2nd Nov.	Shanghai & Japan.
"DILWARA"	5,400	2nd Nov.	Shanghai & Japan.
"SOMALI"	6,700	4th Nov.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Timber Interchangeable. 1st Saloon Passengers may travel by RISEN Company's steamers between Singapore and Calcutta or Singapore and Madras in the morning of their P. & O. steamer. Passengers are liable to be cancelled or altered without notice. Passengers are liable to be cancelled or altered without notice. Passengers are liable to be cancelled or altered without notice. Passengers are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors. Goods must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

O. S. K. OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ANDES MARU" — Monday, 8th Nov.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DUBBAH & CAPE TOWN via SINGAPORE.

"TACOMA MARU" — Beginning of Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARADO MEBU" — Saturday, 30th Oct.

"SIAE MARU" — Thursday, 18th Nov.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"SHIBUKI MARU" — Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai.

"HAWAII MARU" — Wednesday, 10th Nov.

"AFRICA MEBU" — Friday, 28th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAQUE MARU" — Saturday, 12th Nov.

NEW ORLEANS LINE.

"BUMATRA MARU" — Beginning of Dec.

JAPAN PORTS—Mojik, Kobe, Yokohama & Yokohama.

"HAWAII MARU" — Monday, 25th Oct.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" — Tuesday, 26th Oct.

TAKAO via SWATOW & AMOI.

"SOSU MARU" — Thursday, 28th Oct.

For sailing dates and further particulars please apply to YASUDA, Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Ar. Hongkong for Australia
"TAIYUAN"	18th Oct.	22nd Oct. 4 P.M.

Sailings Subject to Alteration.

This steamer is fitted with latest machinery, ensuring a plentiful supply of hot, fresh provisions, etc., and have superior accommodation with electric light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Redwood Yarns. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
TENYO MARU	32,000	Oct. 28th
SHINTO MARU	32,000	Nov. 23rd
PERSEA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE. THROUGH BY TRANS-ANDALAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	14,000	Nov. 20th
TOKYO MARU (Cargo only)	17,900	Nov. 23rd
KIYO MARU	17,900	Jan. 10th, 1927

For full information regarding passengers, freight and sailings, apply to— Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton.

Messrs. T. R. GRUFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"CORDILLERE" —	On or about 24th Oct.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZEE, PORT SAID	"PORTOS" — 12,000	On or about 10th Nov.

* calling at Haiphong.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,

Acting Agent, Queen's Building.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER (calling at Shanghai and Kobe).

"CITY OF SPOKANE" — About Nov. 25th.

For PORTLAND direct.

"ARRCOS" — About Oct. 31st.

For SEATTLE.

Through Bills of Lading issued to Overland Oceanic points.

For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 2627 & 2670, 5th Floor, Hong Kong.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers:

"BOUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE HUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT MOON.

SS. "VENEZUELA" — Nov. 2nd, 1926.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United States, Canada, also through Bills of Lading to Baltimore, Havana, Genoa and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Head Office: 10, Broad Street, London E.C. 4.

Telephone 141.

POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Date
STRAITS	Nellore	21st Oct.
JAPAN	Kobe	21st Oct.
SHANGHAI	Shanghai	21st Oct.
SINGAPORE	Singapore	21st Oct.
STRAITS and CALCUTTA	Bombay	21st Oct.
JAPAN	Tokyo	21st Oct.
STRAITS	Singapore	21st Oct.
JAPAN and SHANGHAI	Kobe	21st Oct.
STRAITS	Singapore	21st Oct.

OUTWARD MAILS.

For	Per	Date
Philippine Islands and Sandakan	Kobe	Saturday, 23rd Oct.
Fort Bayard	Shanghai	Saturday, 23rd Oct.
Straits and Bangkok	Singapore	Saturday, 23rd Oct.
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island	Taiwan	Registration, 14th Oct.
Shanghai and N. China	Shanghai	Saturday, 23rd Oct.
Shanghai and North China	Shanghai	Saturday, 23rd Oct.
Tientsin	Shanghai	Saturday, 23rd Oct.

Tourism and Quinhon	Kobe	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
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Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.
Shanghai, N. China, and Japan via Kobe	Shanghai	Sunday, 24th Oct.

* Correspondence bearing vessel's name only.

From Shen Nuan Western Branch P. O.

For	IN WEEK-DAY	ON SUNDAY OR HOLIDAYS
Canton and Samahut	7.30 A.M.	7.30 A.M.
Tai Ping Tung	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.
Shanghai	8.30 P.M.	8.30 P.M.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

"ATREUS"	16th Nov. London, Rotterdam & Antwerp.
"ELPENOR"	23rd Nov. London, Amsterdam & Hamburg.
"AGAPENOR"	1st Dec. London, Amsterdam & Antwerp.
"THESEUS"	7th Dec. London, Amsterdam & Hamburg.
"PYRRHUS"	21st Dec. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECTOR VIA CONTINENTAL PORTS)

"PELEUS"	28th Oct. Genoa, Liverpool & Glasgow.
"IDOMENEUS"	1st Nov. Marseilles, Havre & Liverpool.
"TELEMON"	2nd Nov. Liverpool.
"ANTIOCHUS"	15th Nov. Genoa, M'selles, L'pool, & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA)

"IXION"	16th Nov.
"TALTHYBIUS"	7th Dec.
"TYNDAREUS"	30th Dec.

NEW YORK SERVICE

(VIA SUZUKI OR PANAMA)

"TYDEUS"	24th Nov. via Panama.
"IDOMENEUS"	1st Nov. for Liverpool via Marseilles.
"PYRRHUS"	21st Dec. for London direct.
"ALCINOUS"	28th Dec. for Liverpool via Marseilles.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

COMMERCIAL

OPENING QUOTATIONS

On	Per	Date
On LONDON	Telegraphic Transfer	3/11
On LONDON	Bank Bill, on demand	3/11
On LONDON	Bank Bill, at 30 days sight	3/11
On LONDON	Bank Bill, at 4 months sight	3/11
On LONDON	Bank Bill, at 6 months sight	3/11
On LONDON	Bank Bill, at 9 months sight	3/11
On LONDON	Bank Bill, at 12 months sight	3/11
On LONDON	Bank Bill, at 15 months sight	3/11
On LONDON	Bank Bill, at 18 months sight	3/11
On LONDON	Bank Bill, at 21 months sight	3/11
On LONDON	Bank Bill, at 24 months sight	3/11
On LONDON	Bank Bill, at 27 months sight	3/11
On LONDON	Bank Bill, at 30 months sight	3/11
On LONDON	Bank Bill, at 33 months sight	3/11
On LONDON	Bank Bill, at 36 months sight	3/11
On LONDON	Bank Bill, at 39 months sight	3/11
On LONDON	Bank Bill, at 42 months sight	3/11
On LONDON	Bank Bill, at 45 months sight	3/11
On LONDON	Bank Bill, at 48 months sight	3/11
On LONDON	Bank Bill, at 51 months sight	3/11
On LONDON	Bank Bill, at 54 months sight	3/11
On LONDON	Bank Bill, at 57 months sight	3/11
On LONDON	Bank Bill, at 60 months sight	3/11

Hongkong	30 cents piece	90.00 Premium
Hongkong	10	0.16
Canton	10	13.35 Discount
Canton	10	0.00

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION

Authorized Capital	£15,000,000
Reserve Funds	£1,500,000
Surplus	£1,500,000
Dividend	£1,500,000
Interest on Current Accounts	4 per cent
Interest on Fixed Deposits	5 per cent
Interest on Savings Accounts	3 per cent
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Interest on Fixed Deposits	5 per cent
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BANKS

BANQUE DE L'INDO-CHINE (FRENCH BANK)

Head Office	15bis Rue Laffitte, Paris.
Subscribed Capital	Fr. 70,000,000.00
Paid-up Capital	Fr. 63,400,000.00
Reserve Funds	Fr. 68,567,203.54

Branches	Bangkok, Hongkong, Saigon, Shanghai, Canton, Nanking, Peking, Tientsin, Hankow, Harbin, Poon-Poon, Pondichery.
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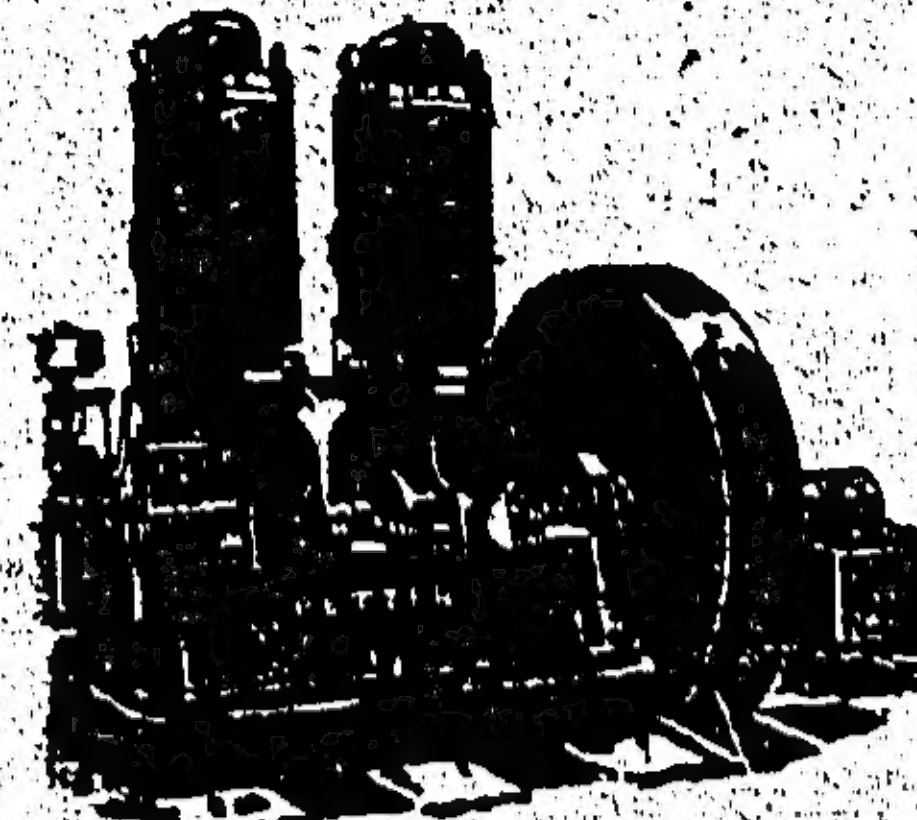
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VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—RELIABILITY—ECONOMY—